



# Cine China Mail

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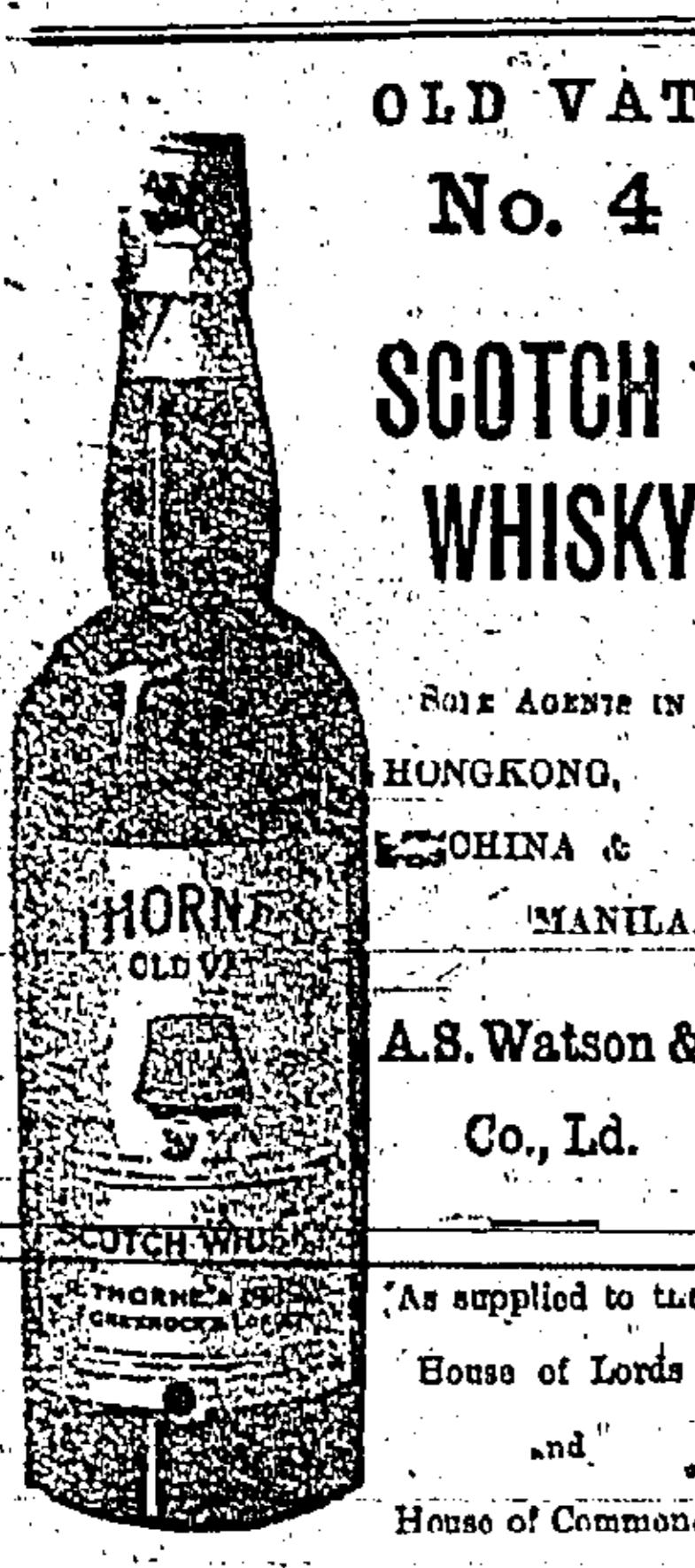
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HONGKONG, SATURDAY, FEBRUARY 25, 1911.

日七廿月正年三候官

PRICE, \$3.00 Per Month<sup>1</sup>

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JAPANESE PHOTOGRAPHER  
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CHINA MUTUAL LIFE INSURANCE CO., LTD.  
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A strong British Corporation—Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England. Insurances in Force: \$37,855,881.00. Assets: \$415,250.00. Income for Year: \$566,550.00. Insurance Fund: \$216,812.00.

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District Manager, Canton.  
B. W. TAPE, Esq., Macao and the  
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Alexandra Building.

C. Lawder, Esq.—Inspector, Hongkong.  
ADVISORY BOARD, HONGKONG.  
Sir Paul Chater, Kt., C.M.G.  
T. F. Hough, Esq.—C. J. Lafrantz, Esq.  
Hongkong, November 16, 1909.

**BIG FIRE IN HONGKONG.**  
\$80,000 Damages.

There was another big fire in the Colony last night, and one which at times looked like developing into one of the biggest outbreaks ever witnessed in Hongkong. It was shortly after seven o'clock that the alarm was raised, and the Fire Brigade were soon on their way to the scene of the conflagration at Connaught Road West. It appears that the outbreak originated in a small general dealer's shop in Connaught Road, and as there was plenty of inflammable material lying about, including several cases of matches, the flames quickly spread until within a surprisingly short space of time two adjoining buildings in the same thoroughfare were also in the grip of the fire. But matters did not end here, for aided by a strong wind which was blowing the flames crept along to two similar buildings in Eastern Street. By the time the Fire Brigade arrived the whole of these five buildings, used as tenements on the upper storeys and as shops below, were one mass of flames, and the greatest fears prevailed, lest the fire should carry all before it and wipe out the whole block of buildings. The two fire-engines were at once brought into play, the harbour fleet being also brought into use for the first time, being operated by its new monitor. This arrangement is something in the nature of a gallant gun which shoots out a huge spray of water with terrific force. It is extremely powerful and last night it did splendid work although a long distance from the actual conflagration. After battling with the fire for some hours it was seen that the efforts to prevent the spread of the flames were becoming successful, and in time the fire was restricted to the five buildings. Three of these had however become completely gutted, while the other two were badly damaged by fire and water, so much so that they will doubtless have to be pulled down. It was midnight ere the flames were completely got under, and the ruins have been smouldering all the while of to-day.

At first some little excitement was occasioned by fears that some of the people residing in the upper storeys might not have escaped, but so far as the police have been able to ascertain there is no one missing, though most of the people residing in these flats had to make a hurried exit with what few things they could scrape together at a moment's notice. The blaze was seen from many parts of the island, while viewed from the Kowloon side the sight was most impressive. It is difficult to estimate the damage but it has been roughly calculated at about \$30,000. Most of the loss is understood, covered by insurance. There is some uncertainty about the origin of the outbreak also, though circumstances point to the likelihood of the fire having started by means of the spattering of a kerosene oil lamp in one of the Connaught Road shops.

## Business Notices.

**W. S. BAILEY & Co., Ltd.**  
OFFICES AND WORKS, KOWLOON CITY ROAD, Tel. K. 21.

Builders of Steamers up to 1000 Tons.  
Tugs, Launches, Barges, Motor Boats.  
Castings, Forgings, Roofs, Bridge Work and  
Engineering Work and Repairs of  
every description.

**THE NESTLE & ANGLO-SWISS  
CONDENSED MILK CO.**  
CHAM (Switzerland) AND LONDON.

**MILKMAID**  
BRAND

Full Cream Milk.

LARGEST SALE  
IN THE  
WORLD.

Milkmaid  
ON EVERY TIN.

Hongkong, December 1, 1910.

## CANTON, MACAO AND WEST RIVER STEAMERS.

HONGKONG TO CANTON—Daily at 8 A.M. (Sunday excepted) and 10 P.M. (Saturday excepted).  
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HONGKONG TO MACAO—Weekdays at 8 A.M. and 4 P.M.; Sundays at 9 A.M. and 1 P.M.

MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 2 P.M.; Sundays at 7.30 A.M. and 5 P.M.

MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.  
CANTON TO MACAO—Every Tuesday, Thursday, and Saturday, at 4.30 P.M.

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The exact times of departure can always be ascertained at the Office of the Company or Messrs. THORS. COOK & SON.

The above sailings are subject to change.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., HOTEL MANSIONS Opposite Hongkong Hotel.

Hongkong, December 6, 1910.

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SPECIALIST IN ENLARGING AND BROMIDE WORK.  
Select Views of Hongkong and South China.  
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(LATE CONNAUGHT HOTEL),  
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CENTRALLY situated, up-to-date Hotel. Recently renovated and enlarged.  
New Management. Large and comfortable rooms. Excellent Cuisine made by  
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PARTICULARS AND RATES of application to MANAGER,  
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Hongkong October 3, 1908.

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**O.B. BEER**  
BREWERY'S OWN BOTTLING.  
ORIENTAL BREWERY LTD.  
HONGKONG.

IRON, STEEL, METAL and HAY  
WARE MERCHANTS. Wholesale  
and Retail Ironmongers, Big Iron  
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and Hardware, Nails, Screws, Bolts,  
Keeps and Shipfitters. No. 1, Store  
37, Hing Loon Street, (End of  
of Central Market) Telephone No. 616.  
Hongkong, September 1, 1900.

1124

HONGKONG, SATURDAY, FEBRUARY 25, 1911.

## Business Notices.

SOLE AGENTS IN HONG KONG FOR  
**BELDAN'S PATENT PACKINGS, JOINTINGS,  
ASBESTOS AND RUBBER GOODS**

BELDAN'S  
PATENT  
PACKING

**THE EASTERN ASBESTOS COMPANY,**  
Office and Showrooms: 4, Queen's Building, Chater Road.  
Telegrams: "CORRUGATED, HONG KONG." Telephone No. 501.

HONG KONG.

**CHIVERS'****BOTTLED FRUITS.**

ENGLISH GROWN.

GOOSEBERRIES	Cts. 50 Per Bot	\$5.70 Per Doz.
RDF PLUMS	" 50 "	5.70 "
GOLDEN PLUMS	" 50 "	5.70 "
BLACK CURRANTS	" 85 "	9.70 "
GREENGAGES	" 65 "	7.50 "
BLACKBERRIES	" 65 "	7.50 "
RED Currants	" 65 "	7.50 "
DAMSONS (Small Bottle)	" 40 "	4.50 "
RASPBERRIES & CURRANTS	" 75 "	8.50 "

Six Bottles Assorted for \$3.50.

## SOLE AGENTS:

**LANE, CRAWFORD & CO.**

**THE BIJOU SCENIC THEATRE**

FLOWER STREET.

CINEMATOGRAPH AND VAUDEVILLE  
EVERY EVENING AT 7 AND 9.15 P.M.

THE LATEST CINEMATOGRAPH THE BEST

PICTURES d'Elite ARTISTES

MATINEES EVERY SATURDAY AND SUNDAY, at 4 P.M.

Cents 50, 30 &amp; 20. Children Half Price to all Parts.

## SEE HAND BILLS.

Leicester Square, R. E. STEPHENSON, Manager.

Hongkong, October 26, 1910.

1318

Price \$1.00 per bottle.

Price \$1.00 per bottle.

Price 60 cents per bottle.

Price \$1.00 per bottle.

## Intimations.

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WATCHMAKERS AND JEWELLERS

Telephone No 963.

HOTEL MANSIONS

NEW SELECTIONS OF

DIAMOND JEWELLERY AND ENGLISH SILVER WARE

HIGH-CLASS GOLD AND SILVER WATCHES.

LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.

FALCONER &amp; Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND

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ADMIRALTY CHARTS AND BOOKS.

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SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL MERCHANTS, &amp;c., &amp;c., OF FIFTY YEARS STANDING

SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL

FRANCISCO TSE YAT, General Manager.

Hongkong, August 12, 1908.

1788.

Cakes

WEISMANN'S

Bread.

Songkran, July 20, 1910.

509

Make no Mistake about it!



of the best from Dundee. Demand it.

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The only Medicine of the kind awarded a Certificate at the Calcutta Exhibition, 1883-4, open to all.

REGISTERED. DR. LALOR'S TRADE MARK.

PHOSPHODYNE

AS THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

Its emulsifying effects are shown from the first administration of the medicine. Increases of Nerve, Intellectual Power, with a feeling of Courage, Strength, and Comfort. Digestion is invigorated. The Appetite increases wonderfully. Sleep becomes calm and refreshing. The Eyes brighten, and Skin glows and becomes more elastic.

Beware of the imitations in Hongkong without the Royal Government Stamp with "Dr. Lalor's Phosphodyne, London, England," engraved thereon by Dr. Her Majesty's Honourable Chemists.

Thousands of unimpeachable testimonials from all parts of the World, and from the Royal and Medical Authorities. No other Phosphoric Preparation has received such distinguished recognition.

HEALTH, STRENGTH &amp; ENERGY.

Sold in Bottles at 4s. 6d. and 1s. each, by all Chemists throughout the World.

MANUFACTURED ONLY AT DR. LALOR'S PHOSPHODYNE LABORATORY, HAMPSTEAD, LONDON, ENGLAND.

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40 Kenfish Road, Handsworth, Birmingham.  
Dear Sirs.—It is now about five years since Angier's Emulsion was recommended to me by a doctor, and I have found it invaluable for indigestion and stomach catarrh, as well as for toning up the system. I was very much run down when I first took it, but improved immediately, and gained in weight 15 lb. in twelve weeks. I have recommended the Emulsion to several of my friends for various complaints, with good results. It proved especially good for a friend who suffers from inflammation of the bowels, who was completely cured, and has been at work regularly ever since.

(Signed). F. THOMPSON.

Angier's Emulsion  
(PETROLEUM WITH HYDROPHOSPHITES)

## HEALING AND STRENGTHENING.

Angier's Emulsion soothes the mucous membrane of the stomach and intestines, arrests fermentation, checks bacterial growth, and promotes normal, healthy action of the bowels. It is a splendid tonic to appetite and digestion, and builds up the body and strength. Doctor prescribes it for chronic diarrhoea, nervous dyspepsia, stomach and intestinal ulcers, chronic rheumatism, etc. It has cured many obscure cases after other remedies had failed... Angier's Emulsion is also invaluable for the relief and cure of coughs and lung affections.

ANGIER CHEMICAL CO., LTD.,  
68 Chancery Lane, London, E.C.JUST ARRIVED  
A NEW STOCK OF  
EGYPTIAN CIGARETTES

E. V. CHRISTOUS (CAIRO).

THE LUXE	Per Hundred \$4.50
SPECIAL	Per Hundred \$3.20
KING	Per Hundred \$2.60
LADY, with Tubes	Per Hundred \$3.00

THESE CIGARETTES ARE OBTAINABLE FROM:

THE PARIS TOILET Co., Ltd.,

For Particulars apply to

A. P. JEANNOU,  
SOLE AGENT,No. 15, QUEEN'S ROAD CENTRAL, 2nd Floor.  
Hongkong, December 17, 1910.

## THE PORTUGUESE REVOLUTION.

(Continued.)

If we go back to the time of the Penian scare, however, we find that Englishmen have not always been so incredulous on this subject. But Penianism was a small thing really, owing to the fact that no national character in the world affords so little sustenance to the secret society as does the Irish character. The Southern European is, on the other hand, peculiarly liable to fall into the net of some occult association. It may be on account of his weakness and of that love for vague, high-sounding generalities to which M. Painsford refers. Returning recently to England from Portugal, I met on the steamer a Portuguese youth who belonged to so many different secret societies that he could not remember all their names. His case was typical. So far as I can make out, the sole object of these societies is to overthrow things established; whether those things are good or bad. They have no definite constructive programme, as will be seen from an examination of their activity in Portugal.

It is needless to prove that secret societies were at the bottom of the Portuguese Revolution; for the Revolutionary politicians have admitted it. Dr Magalhães Lima has told all the world that he is a Freemason. In the *Mundo* we read that, "a great banquet will be given, in the initiative of the Freemasons, to our beloved friend, Dr Magalhães Lima." And in the *Seculo* of October 18 Captain Palla informs us how, by the aid of the secret societies, he debranded the troops. The *Seculo* introduces us first of all to the Captain as "one of the principal figures in the first hours of the Revolution."

"It was he," continues the same paper, "it was he, an old and fearless revolutionist, who devoted long years of his life to the work of impregnating the atmosphere of our barracks with a hatred of royalty." "As to the companies of the Municipal Guard," he writes, in a matter-of-fact tone, "*Carabinieri* were told off to prevent the people I saw ploughing their tombs in Lisbon. I cannot say that the captain showed any exaggerated fondness in their selection. In one quarter the entreaties and the threats of the good captain were alike unavailing. Obstinate in their attachment to loyalty, the Municipal Guards turned to him a cold shoulder and a deaf ear. Consequently Dr Palla found himself obliged to treat them, later on, with a certain amount of severity."

Captain Palla was concerned in the attempted revolution of January 31. He explains that "at that time we had in the 3rd Artillery a fine group of sergeants. We, the military, in union with various groups of civilians, had resolved to rise."

"In 1894," he continues, "I held the post of lieutenant and did clerical work in the arms factory. Not for an instant did I cease the propaganda of my political creed, and as the number of adepts increased day by day I tried to get all of them together so that I might be able to give a definite orientation to their energies. . . I founded the Lodge Portugal, whose members were exclusively officers. The President was Captain Louro Luzarte, of the General Staff. . . We tried to introduce into the councils of the conspirators a great number of garrison officers. It was in this lodge that I first met the present Minister for War. The soul of the conspiracy was Lieutenant Duarte Fava, of the 1st Artillery, and had not that officer died prematurely the Republic would have been established in 1896 or 1897."

In 1907 [continues Captain Palla] I was given the post of captain in group six, then stationed in Oporto. In the following year I was transferred to group four at Trasfaria."

Captain Palla tried to ascertain what political views were held by the гарнизон at Lisbon, but learned "with great sorrow that the heads of the army and the officers in general were from a revolutionary point of view, quite hopeless."

Only the General Staff officers who had previously joined the movement still remained connected with it. So few were the other officers who joined it that the captain wisely turned his attention to the "sergeants, corporals and common soldiers." In the event it was by these that the Revolution was carried out.

I have already pointed out the Revolutionary forces were unable to make much progress in the country as a whole. They were even unable to make much progress in the army. Outside of Lisbon they had few adherents. Inside they had no more than a few hundred soldiers. On October 4 only a portion of two regiments—the 1st and the 10th—revolted, and hardly one of their officers went with them.

How, then, did the movement succeed? It succeeded because among those few hundred revolutionary soldiers in Lisbon were nearly all the army leaders. The secret societies only gained adherents at the top of the army and at the bottom. At the top it gained some members of the corrupt and much hemmed-in half-soldier, half-politician group. At the bottom it gained the riff-raff of the barracks.

The latter could, on October 5, have easily been overcome by the loyal troops, but evidently a portion of the General Staff did not want them to be wiped out, and that portion had its way. It supplied the Royalists with "blank-cartridge" cartridges. It made them retreat when, to the horror of their traitorous chiefs, they scanned, in spite of all, to be on the point of winning. It turned a cold shoulder on loyal old officers who, indignant at the way in which the situation was being dealt with, had openly come forward to support the revolutionaries.

More "Beef" in Lemco in any other beef essence. A 4-oz. jar contains the essence of about 10 lbs. of beef; makes 32 cups of delicious strengthening bouillon; gives strength and delicacy to several dozen dishes.

A word writes—  
Lemco is a great standby for winter—has a strong round of pure and good—Country India.

Lemco is simply pure fresh beef highly concentrated.

other newspapers, which contain "interviews" with the officers who fought on both sides. Captain Paiva Conceiro, the brave Royalist leader who, from the heights of Quebec, could have scattered the mutineers in half-an-hour, tells a most convincing story to the above effect in the *Seculo*, and in the *Correio da Manhã*. In his recently published book, *Contra Trinta e um Republica*, St. Fernando Nunes has it to be inferred that the Republic triumphed through treachery in the Royalist ranks.

Senhor Homem Christo, who was for forty years an officer, writes in the *Povo de Arco*, that "the great majority of the soldiers would have been glad to take part in a reactionary movement."

"It would be useless, of course, to deny," continues the same authority,

that there were revolutionary elements in the army. But those elements were in number and bad in quality."

To return to Captain Palla's story, we are told that a note of instruction got on the neck of the propagandists so that their propaganda had to be suspended for a time. But meanwhile the plotters kept themselves in training by corrupting the bluesjeets.

In November last Captain Palla asked the Secret Directory to send him into the 1st Artillery at Campolide.

"I saw," he adds, "that it was necessary to do a lot of work in that corps."

The reason was evident. The guns of the 1st Artillery might make a serious disturbance in case of a revolt.

The regiment was very loyal, however, and in entering it our energetic propagandist took a certain risk.

"But I was not afraid," he writes, "of undermining the fidelity of this regiment, and I offered my services to the directory for that purpose."

Captain Palla worked hard, and when the fatal moment came the 1st Artillery brought tears of joy to his eyes by the gallant way in which it butchered its officers.

The Republicans did not, however, rely on the army alone. The indefatigable captain says that he met at this time 15,000 revolutionaries in the streets of Lisbon. These are the people I saw ploughing their tombs in Lisbon. I cannot say that the captain showed any exaggerated fondness in their selection. In one quarter the entreaties and the threats of the good captain were alike unavailing. Obstinate in their attachment to loyalty, the Municipal Guards turned to him a cold shoulder and a deaf ear. Consequently Dr Palla found himself obliged to treat them, later on, with a certain amount of severity.

"As to the companies of the Municipal Guard," he writes, in a matter-of-fact tone, "*Carabinieri* were told off to prevent them from leaving their barracks or from afterwards concentrating by throwing at them dynamite bombs and hand grenades. These were to be thrown from various windows along the street through which these forces would necessarily have to pass."

Captain Palla says that the Government of Portugal did not, however, rely on the army alone. The indefatigable captain says that he met at this time 15,000 revolutionaries in the streets of Lisbon. These are the people I saw ploughing their tombs in Lisbon. I cannot say that the captain showed any exaggerated fondness in their selection. In one quarter the entreaties and the threats of the good captain were alike unavailing. Obstinate in their attachment to loyalty, the Municipal Guards turned to him a cold shoulder and a deaf ear. Consequently Dr Palla found himself obliged to treat them, later on, with a certain amount of severity.

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Intimations.

**J. ULLMANN & CO.**

JEWELLERS, WATCHMAKERS AND OPTICIANS.

Always carry a large and varied Stock of  
**HIGH-CLASS JADE AND CHINESE-MADE JEWELLERY**  
SOUVENIR-SPOONS.  
THE FINEST ASSORTMENT EVER SEEN IN HONGKONG.  
Prices right.

**THE HONGKONG HOTEL.**

UNRIVALLED FOR COMFORT AND CUISINE,  
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY  
MODERATE TERMS AND NO EXTRAS  
A. E. DAVIES Manager

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Adjoining the Tramway Terminus, 1,400 feet above Sea Level.  
OPEN to the South Wind in Summer and protected from the North-East Winds in Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent island for forty miles.  
**A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL**  
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Town Office, 4, DES VOREUX ROAD.  
Hongkong, February 8, 1908.

**GRAND HOTEL****NO. 2 Queen's Road Central****A FIRST-CLASS AND UP-TO-DATE HOTEL**

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Large and airy rooms, luxuriously furnished, Electric Light and Fans throughout.  
Sanitary arrangements of the latest pattern.

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Ladies' Afternoon Tea Rooms. Special rates for married families on application to the Manager.

CHARGES MODERATE.

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TELEPHONE No. 197. TELEGRAPHIC ADDRESS: COMPORT, Hongkong.

Hongkong, November 10, 1909.

1074

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Ships' Bunkers supplied at short notice.

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TELEPHONE: No. 860.

Hongkong, April 16, 1910.

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Intimations.

**MITSU BISHI GOSHI KWAISHA**  
(MITSU BISHI CO.)**GOAL DEPARTMENT.**

SOLE PROPRIETORS OF TAKASIMA, OCHI, NUTABE, HOJO, KANADA, NAMAZU, SAYO, SHINNEW and KAMIYAMADA Collieries.

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VOKOHAMA: M. Asada, Esq.

CHINKIANG: Messrs Gearing &amp; Co.

MANILA: Messrs Macdonray &amp; Co.

SINGAPORE: Messrs Botelho Co., Ltd.

For particulars, apply to

H. CISHI,  
M. gen.,  
No. 2, PODER STREET,  
HONGKONG.

Hongkong, January 8, 1910.

B16

Shipping.—Hongkong, Canton and Macao have been dealt in fairly extensively during the interval and close steady at \$800

on the dividend of \$1 per share for the half year ending 31st December, 1910, paid on the 21st instant. Indo-China have improved to \$800 buyers for the present and deferred issues combined.

China and Manila have sold and are in further request at \$810. Douglas are quiet at \$810 with probable sellers, Star Ferries at \$23 and \$12 for the old and new issues respectively. Shell Transports are procurable from London at \$215.

Refineries.—China Sugars have firmed up, and sales have been booked at \$110.

Luzons after small sales at \$17½ and \$18 can now be placed at \$18.

Mining.—Chinese Engineers have declined to Tls 13 with sellers in the North.

In other stocks under this head quotations are unchanged and no business is reported.

Docks, Wharves and Dredges.—Hongkong and Whampoa Docks have ruled steadily during the interval with small sales at \$35½ and \$36, market closing with buyers at \$36. Kowloon Wharves on the announcement of a 6 per cent dividend for 1910 have improved somewhat, but at the close are procurable at \$35. New Army Docks, Shanghai Docks, and Shanghai and Hongkong Wharves are unchanged, and without local business.

Lands, Hotels and Buildings.—Hongkong Lands continue quiet with sellers at \$90 and small buyers at \$95. Kowloon Lands are wanted at \$33, and West Points at \$45, but no sales are reported. Humpbacked Estates are wanted at \$67 and Shanghai Lands in the North at \$1a. There are buyers of Hongkong Hotels at \$105 and \$105 for the old and new issues respectively.

Cotton Mills.—Hongkong have declined to \$5 sellers without business. Quotations for the Northern Mills are unchanged.

Miscellaneous.—Sales have been booked of Dairy Farms at \$10 and \$10. Electricians at \$25, Ices at \$165, Steam Laundry at \$80 and Ropes at \$18. There are sellers of China Bone-ware at \$33, and Ropes at \$18. Watsons are wanted at \$33, and Powells at \$21.

Rubbers.—The following are closing quotations—middle prices received from London by wire to-day.

Highlands and Lowlands ... 110/-

Leather ... 7173

London Industries ... 14/0

United Sordangs ... 15/0

Alligars ... 4/10

Batu Tigris ... 93/0

Supers ... 28/-

Linguis ... 49/-

E. and I. Trade ... 14/- prem.

Rubber Trusts ... 19/6 prem.

Pata Rubber ... 8/11 per lb sellers.

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SATURDAY, FEBRUARY 25, 1911.

COMPANY MEETINGS.

Hongkong & Shanghai Banking Corporation.

The ordinary half-yearly meeting of shareholders in the Hongkong and Shanghai Banking Corporation was held at the City Hall to-day.

Mr G. Balloch presided and there were present the Hon. Mr H. Keewick, Messrs G. H. Macleod, G. Friesland, Mr. Logan, H. A. Siebs, R. Shewan, J. N. Stabb, F. H. Armstrong, A. Forbes, C. R. Lenman, F. Leach, R. R. Hind, R. C. Edwards, H. C. Joss, Sir Paul Chater, Hon. Mr E. A. Hervey, Hon. Mr E. Osborne, Ho Kun Tong, Findlay Smith, J. W. Lomar, J. Barton, J. A. Ullmer, J. Montague Ede, H. Humphreys, W. J. Looker, Ellis Kadoorie, E. D. Haskell, T. E. Pearce, T. F. Hough, A. Rodger, J. M. E. Machado, H. L. Denys, Sr., Ho Fook, Dr. Saunders, Sir Hornington Mody, Hon. Mr H. E. Pollock, K. C. J. A. Gough, F. Maitland, W. Hutton Potts, E. J. Grist, W. Purcell, W. E. Clarke, C. D. Wilkinson, A. Bryer, Dr. J. W. Noble, Mr Murray Stewart, W. C. D. Turner, F. H. Thomas, W. A. Orme, W. Dunbar, Chan Kai Ming, Chin-Tong, Yung Hing Dong, C. S. Giphay, F. A. Gomes, Wong Leung Hin, C. Penberth, E. Chandoochar, D. H. Silas, Lo Cheung Shun, J. W. Taylor, H. M. Neumann, A. V. Apean, Dr. F. O. Studholme, A. T. Griffin.

The Chief Manager read the notice convening the meeting.

The Chairman said:—Gentlemen, Your directors are confident that the report and statement of accounts for the half year ending 31st December last now submitted to you will be favourably received. We are fortunately again in a position to recommend a distribution of profits similar to that made at this time last year, viz.: a dividend of 22 per share, a bonus of 5 per share, and £23 lucs to be added to the silver reserve fund. We carry forward £2,039,151.91, about the same amount as brought into the accounts from the previous half year. You will notice from the report that our holdings of £1,200,000 Consols in the sterling reserve fund investments have been written down from 80 to 79, thus reducing the value at which they stand in our books by £12,000. To effect this and at the same time keep the fund at its full value of £1,200,000 it was necessary to purchase further securities and a portion of the half year's profits was utilised for this purpose. We invested in £15,000 3 per cent. Exchequer bonds, due in 1912, bought par; the difference of £3,000 being used as further margin in the book value of our other Sterling securities, which you will see from the statement of accounts, now amount to £240,000 written down to £287,400. All these investments show a fair margin on current prices—prices which, I think, may be looked upon as at a low level for the gilt-edged stocks in which the sterling reserve is invested. The figures in the balance sheet compare with those of a year ago do not exhibit changes so marked as to make it necessary for me to take you through them but if an inference may be drawn, they point to idle balances having found more profitable employment in the ordinary channels of trade. Results such as have been placed before you for some time past are proof of the capable way in which your interests are looked after, and your directors felt that in again rating the staff 10 per cent. bonus on their salaries they would only be anticipating your wishes. I am sure that our action has your approval. (Applause).—A year ago my predecessor in the chair expressed a favourable opinion on the prospects of trade which I am glad to say has to a large extent been realized. The improvement in the Home trade has been general; British exports and imports show a marked advance on those of the previous year, an advance which appears to be due not only to a higher level of prices but also to an actual increase in the volume of transactions. Credit throughout the year has been excellent and business sound. The delay in passing the Budget and the unusual issue of Treasury bills, amounting at one time to the unprecedented total of £41,000,000, necessitated by the delay in the collection of taxes, produced less disturbance in the London market than might have been expected. The supply of money has been ample, and the home trade has been carried on untrammelled by any excessive fluctuations in either the Bank or the market rates of discount. Although I have not actual figures to refer to, I think an improvement in trade has been general throughout all western countries. Turning towards the East we find that in India the prosperity during the financial year now drawing to a close promises to equal, if not exceed, that of the previous one, which ended with a surplus of exports over imports of some £47,000,000. The double advantage of bountiful harvests and high prices for her principal export commodities, which that country has received places her in a position to be a good buyer in the markets of the world. The Indian tea trade appears to be in a more flourishing condition than for many years past, but I regret to say that the mill industries in Bombay and Calcutta have not participated in the general prosperity. I hope we may soon hear of a recovery in that important direction. The circulation of gold in the country is undoubtedly increasing, but it is difficult to say at present whether this is due to the two prosperous years just experienced or to a tendency on the part of the natives to acquire gold instead of silver, as formerly. This is a matter which has a considerable bearing on the future of silver. In fact

of the unexpected action of the Indian Government in increasing the import duty on silver by about 11 per cent. early in the year, and the disturbing effect on the ordinary trade demand of a prolonged and extensive operation for a rise engineered in India, the price of silver has not shown such great fluctuations as might have been expected. Taking the whole year the quotations have certainly been variable, ranging from 29½ to 30½ per oz. standard, but for six months of that time the price was maintained between 24 and 25 pence. As regards the production of silver the existing sources give no definite indication of change of any way or another, with the exception of the Cobalt Mines of Canada, which are expected to produce some three or four million ounces in excess of their last year's output. In the Straits Settlements and Federated Malay States, mining, agriculture and trade generally continue to show satisfactory progress. There is a considerable increase in the export figures, mainly due to the larger export of rubber and the enhanced price of tin. Tin continues to hold first place in the staple products of the Malay States but it has a growing rival in rubber which may some day challenge it for the premier position in trade figures.

From the great rice producing countries, Burma, Siam and Cochin China, last year's exports were all up to the average, and the native cultivator must have done well.

(Crop prospects for the current season are

reported to be favourable, with the exception, perhaps, of those of Siam, where the yield is estimated to show a falling off but results are so dependent on climatic conditions which may vary from day-to-day that, in places where official figures are not supplied, forecasts for rice harvests should not be taken too seriously.

In the Philippines the Zedding is gaining ground that the long period of depression is passing and that a steady improvement in trade may now be looked for. The low price of hemp and sugar is no doubt affecting the purchasing power of the natives but, as some set off against this, better prices have been obtained for copra and the export of this product is steadily increasing.

Advices from Japan lead us to believe that expansion in the internal trade of that country may reasonably be expected. Export figures for the past year were the highest on record while import figures also showed considerable increase in comparison with those of the previous year. Owing to the failure of the rice crop in some districts, caused by the heavy floods of last summer, large imports of rice have been contracted for, but full crops of other kinds have been harvested. Throughout the year the silk market was active and though producers had to accept rather lower prices, the number of bales of raw silk exported during 1910 was by far the highest on record. Money still remains cheap in Japan, commercial discounts, running as low as 4 per cent. p. a. during the greater part of the year.

To May last the Associated Banks in London, of which this Bank is one, successfully floated a 4 per cent Japanese conversion loan for £11,000,000 and they have recently issued a further loan at 4 per cent for £6,000,000 for the South Manchurian Railway Co. guaranteed by the Imperial Japanese Government, which loan also met with success.

So far as Hongkong and South China are concerned the slow but gradual improvement in trade was maintained, and the Chinese New Year settlement passed off quietly both here and in Shanghai. Prospects for the present year look promising and I am glad to say that there is a better feeling in the shipping world, though at the moment the plague in the North casts an element of uncertainty over the immediate future. We are glad to say has to a large extent been realized. The improvement in the Home trade has been general; British exports and imports show a marked advance on those of the previous year, an advance which appears to be due not only to a higher level of prices but also to an actual increase in the volume of transactions. Credit throughout the year has been excellent and business sound. The delay in passing the Budget and the unusual issue of Treasury bills, amounting at one time to the unprecedented total of £41,000,000, necessitated by the delay in the collection of taxes, produced less disturbance in the London market than might have been expected. The supply of money has been ample, and the home trade has been carried on untrammelled by any excessive fluctuations in either the Bank or the market rates of discount. Although I have not actual figures to refer to, I think an improvement in trade has been general throughout all western countries. Turning towards the East we find that in India the prosperity during the financial year now drawing to a close promises to equal, if not exceed, that of the previous one, which ended with a surplus of exports over imports of some £47,000,000. The double advantage of bountiful harvests and high prices for her principal export commodities, which that country has received places her in a position to be a good buyer in the markets of the world. The Indian tea trade appears to be in a more flourishing condition than for many years past, but I regret to say that the mill industries in Bombay and Calcutta have not participated in the general prosperity. I hope we may soon hear of a recovery in that important direction. The circulation of gold in the country is undoubtedly increasing, but it is difficult to say at present whether this is due to the two prosperous years just experienced or to a tendency on the part of the natives to acquire gold instead of silver, as formerly. This is a matter which has a considerable bearing on the future of silver. In fact

China, to its important bearing upon the material progress of the country and the economic interest which so closely affect this Bank, and to the present tendency of foreign Governments and foreign financiers to lay aside their political rivalries and the selfish doctrine of spheres of influence for the more enlightened policy which aims at friendly combination in the pursuit of interests which are common to all.

A review of the past year suggests nothing which calls for a modification of those views; indeed, they have received striking confirmation in the recent accession of a powerful American financial group to the international combination, in which British, French and German interests have for some time past worked harmoniously together. The aims of this combination, which are to assist China in her material development and economic reform along sound financial lines, free from political or territorial designs of any sort, receive added strength and support from the known views of the American Government; and my only fear is that the Chinese Government will subsequently realize that the solution of the difficult financial problems by which it is now confronted can best be secured by co-operation with those aims.

As regards actual results during the past year, I have to record the conclusion of an Anglo-German supplementary loan of £4,300,000 for the completion of the Tientsin-Pukow railway line, a line likely to be of immense importance in opening up the north-eastern provinces of China, of this amount, a sum of £3,000,000 was recently issued by the Berlin and London markets, and the satisfactory result of this issue affords proof of the high place which Chinese credit continues to hold, and of the demand for Chinese bonds which are backed by the guarantees in which the public have learned to put their trust.

The loan agreement for the Pukow Railways or the sections of the Hankow-Canton and Hankow-Szechuan lines lying within the provinces of Hopei and Honan, has not advanced greatly since my Chairman's speech last year. The object has, however, been attained in fact by the successful pending an agreement of provincial feelings on the subject and a removal of the difficulties known to confront the Chinese Government. Negotiations for the completion of the arrangement have however, recently been reopened, and it is hoped that the desire of all parties to bring this long deferred matter to a conclusion may result in an early and satisfactory settlement.

The whole of the British section and part of the Chinese section of the railway between Kowloon and Canton have recently been opened to traffic and within a few months it is probable that trains will be running over the entire length of the line. Important however as this line, in itself, before its advantages can be fully felt, the trunk line between Canton and Hankow must be constructed. When that is accomplished there is no doubt in my mind that great material benefits will accrue both to this Colony and to Canton.

I mentioned, when we last met, Mr. R. M. Smith's departure from the Colony on home leave and in expressing now our keen regret at his subsequent retirement, I know I voice not only the feelings of my colleagues on the board but those of all shareholders and of the Staff. Mr. Smith has rendered invaluable service to the Bank. The successive reports since he took over the China Management in 1906 record the able manner in which he conducted the affairs of the Bank. Although he has lost his executive services in the East we will be pleased to hear that he has been invited to occupy a seat on the London Committee where his experience and knowledge of Eastern Banking will be of great value to us. Mr. N. J. Stabb, who has been Acting Chief Manager during Mr. Smith's absence, has been appointed chief manager. He commands the implicit confidence of your directors, and I may add, of the shareholders generally. (Applause).

Before moving the adoption of the report and accounts, as presented, I shall be pleased to answer any questions you may put to the Chair.

There being no questions, the Chairman moved the adoption of the Report and accounts.—Carried.

On the motion of Mr. Bryer, seconded by Mr. Terrey, the Hon. Mr. E. Osborne was re-elected to the Directorate.

Mr. Taggart proposed, and Mr. Davies seconded, that Messrs. H. U. Jeffries and A. Lowe be re-appointed auditors.—Carried.

The Chairman, Gentlemen, that concludes the business of the meeting. Dividend warrants will be ready on Monday, February 27th, 1911, to be obtained at the Secretary's office.

The RULE OF THE ROAD.

Two Collisions Narrowly Avoided.

Allan Hugh Stewart, master of the s.s. Hamlin, charged Hanzi Murayama, master of the s.s. Daigai Maru, before commander C. W. Beckwith, R.N., at the Marine Court this morning, with unlawfully failing to observe the rule of the road.

Complainant stated that he left Hongkong for Swatow and when off the coast of Ninepin Island he set the proper course and left the bridge in charge of the Third officer.

Second officer called him saying that the Daigai Maru was overhauling them and passing too close to be safe. He went up immediately and saw the vessel on his port quarter about thirty yards distant.

She went ahead and crossed. On the return journey from Swatow to Hongkong when ten miles from Waglan lighthouse the Daigai Maru overhauled them and came up so close that he had to put his helm to starboard to avoid immediate collision.

His Worship found that for no reason defendant manœuvred his vessel as to a danger to the Hamlin.

Defendant was fined \$150 or three months' imprisonment with hard labour.

**SPORTING.**

League Cricket

The following is the League Table up to date:—

Club. Played Won Lost Drawn Points.

R. E. & Depta... 8 4 4 2 70.00

G. A. 1 1 0 0 4.44

Civil Service 7 3 4 0 42.86

Kwok Yip 12 9 3 0 41.67

Ferranti 10 4 3 3 40.00

Hongkong\*\* 11 4 2 5 38.23

Craigengower 10 1 3 4 20.00

Police 13 2 10 1 18.33

Shooting.

For the second successive year the small Hongkong detachment of the Royal Engineers Corps (consisting of G. Officers and men) have won the Shooting Championship of their Corps. The trophy is a shield presented by Major General F. P. Balfour, G.O.C. A.D.C. and Officer Commanding the Royal Engineers Corps, and in competition for the team from the Royal Engineers Corps and Detachments of the R.E. Corps at home and abroad.

**TOUCHES THE SPOT.**

WHY suffer from pain in the stomach?

Chloroform will give relief and

Dorminal will bring quietude of sleep.

For aching limbs or aches in the joints.

For sore eyes or aching eyes.

For aches in the head or aches in the teeth.

For aches in the back or aches in the legs.

For aches in the hands or aches in the feet.

For aches in the nose or aches in the ears.

For aches in the heart or aches in the lungs.

For aches in the bladder or aches in the kidneys.

For aches in the bowels or aches in the rectum.

For aches in the womb or aches in the ovaries.

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For aches

## Shipping.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAMERS TO SAIL REMARKS		
SHANGHAI, MOJI, MOJI, PALAWAN, ...	Aboit 27th	Freight and Passage.
AND YOKOHAMA	Capt. C. R. LONDON, R.N.R.	February,
SHANGHAI	(MARMORA)	10 a.m., 2nd March.
LONDON, VIA VERSAILLES PORTS ASSAYE	Capt. G. H. WESTON, R.N.R.	Noon, 4th
LONDON & ANTWERP	Capt. O. W. JONES, R.N.R.	March.
VIA SWEDEN, TANZANIA, SYRIA	Capt. D. C. GREGOR, R.N.R.	About 8th
AND PORT SAID		Passage.
SHANGHAI, KORE, MOJI BORNEO	Capt. W. H. S. HILL	About 10th
AND YOKOHAMA		Passage.
P. & C. S. N. Co.'s Office.	E. A. HEWETT, Superintendent.	

## CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE.

## EMPEROR LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of

12 DAYS YOKOHAMA TO VANCOUVER.

21 DAYS HONGKONG TO VANCOUVER.

SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec or St. John, N.B.

(Subject to alteration.)

Connecting with Royal Mail Atlantic Steamer.

From Hongkong:

\* EMPRESS OF JAPAN

SATURDAY, 11th MAR.

\* EMPRESS OF IRELAND

FRIEUDAY, 7th APRIL

\* EMPRESS OF CHINA

SATURDAY, 8th APRIL

\* MONTEAGLE

TUESDAY, 18th APRIL

\* EMPRESS OF INDIA

SATURDAY, 29th APRIL

\* EMPRESS OF JAPAN

SATURDAY, 20th MAY

\* EMPRESS OF CHINA

SATURDAY, 10th JUNE

FRIDAY, 7th JULY.

\* Empress Steamer leave Hongkong at 7.00 A.M. and Montagle at 12 Noon.

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec or St. John, N.B. with Atlantic Mail Steamer as shown above.

The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Month and Birth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) .... 271.10.

Passenger may have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Men and Women Naval, Military, Diplomatic and Civil Services of China and Japan.

Agents, Full particulars of application from Agents.

Through Passengers are allowed "Step Over" privileges at the various points of interest en route.

R. M. S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON Intermediate on Steamer and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

Via Canadian Atlantic Port £45.

Via New York £45.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to

D. W. CRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

## FOR SWATOW, AMOY &amp; FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS CAPTAINS LEAVING.

HAIYANG Capt. A. E. Hodges TUESDAY, 29th Feb., at 11 A.M.

KAITAN Capt. J. W. Ewart FRIDAY, 3rd Mar., at 11 A.M.

MATCHING Capt. W. C. Parmenter TUESDAY, 7th Mar., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN Capt. A. H. Stewart SUNDAY, 26th Feb., at 10 A.M.

Steamers will arrive at, and depart from, the Company's Wharf near Blake Pier.

For Freight and Passage, apply to

DOUGLAS. LAPRAIK & CO.,

General Manager.

Hongkong, June 23, 1910.

## PORTLAND &amp; ASIATIC S.S. CO.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

## FOR PORTLAND, via IMOJI, KOBE, YOKOHAMA &amp; SAN FRANCISCO.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

STEAMSHIP TONS CAPTAIN TO SAIL

HENRIK IBSEN 478 Capt. Smith March 8.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of freight, and further information, communicate with or apply to

FRED J. HALTON, Agent.

## SWEDISH EAST ASIATIC CO., LIMITED.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). DESTINATION STEAMERS DATE OF SAILING.

COPENHAGEN & BALTIQ PORTS S.S. YEDDO End of March.

For Freight and further Particulars, apply to

Olof Wijk & Co.,

CHINA AGENCIES,

AKTIEBOLAG.

TELEPHONE No. 171.

Hongkong, January 13, 1911.

## Shipping.

## U. S. MAIL LINE.

## PACIFIC MAIL S.S. COMPANY.

## SEMI-TROPICAL ROUTE.

Only line trading the warm SOUTHERN Route across the Pacific, via Hecetae Canal, the most fertile and beautiful island of the Pacific.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS SAILING DATES

KOREA 18,000 Tons FRIDAY, 10th Mar., at 1 p.m.

SIBERIA 18,000 Tons FRIDAY, 24th Mar., at 1 p.m.

MACHURIA 27,000 Tons SATURDAY, 4th April, at 1 p.m.

MONGOLIA 27,000 Tons SATURDAY, 29th April, at 1 p.m.

KOREA 18,000 Tons SATURDAY, 27th May, at 1 p.m.

SIBERIA 18,000 Tons FRIDAY, 9th June, at 1 p.m.

MACHURIA 27,000 Tons SATURDAY, 24th June, at 1 p.m.

MONGOLIA 27,000 Tons SATURDAY, 18th July, at 1 p.m.

Twin Screw, 18,000 Tons via Manila.

All Steamers are equipped with Wireless Telegraphy.

The P. M. S. KOREA will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu on FRIDAY, the 10th March, at 1 p.m.

Fares: Hongkong to London £71, 10. 0. Return six months £120 21 months £125, including Borth and Meals across America.

SPECIAL RATES (First Class only) Granted upon Application.

To European Posts, Official Posts of China, Navy, Marine, Diplomatic, Consular and Civil Services resident in Asia, to European Cities, to the Forces of the Government of China and Japan, to United States Points, Commanded Officers of the United States Army, Navy, U.S. P. & M. H. Service, U.S. Consul General, Consul and Vice Consul stationed at Points of Call, to United States and Canadian Forces, Admirals of the Naval, Military, Diplomatic and Civil Services of China and Japan.

Government of China and Japan, Diplomatic and Civil Services of China and Japan.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Month and Birth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) .... 271.10.

Passenger may have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Men and Women Naval, Military, Diplomatic and Civil Services of China and Japan.

Agents, Full particulars of application from Agents.

Through Passengers are allowed "Step Over" privileges at the various points of interest en route.

R. M. S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON Intermediate on Steamer and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

Via New York £45.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to

D. W. CRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

## Shipping.

## Shipping.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SHANGHAI via SWATOW, CHOISANG, ... SUNDAY, Feb. 26, Daylight.

MANILA YUENSANG, SATURDAY, Mar. 4, at 2 p.m.

MANILA LOONGSANG, SATURDAY, Mar. 11, at 2 p.m.

RETURN TOURS TO JAPAN (Occupying 24 days).

THE steamers KUTUNG, NAMUNG and FOOKUNG leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is carried.

Steamers have superior Accommodation for first-class Passengers, and are fitted throughout with Electric Light.

+ Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to

Telephone No. 215.

JARDINE, MATHESON & CO., LTD., General Managers.

75

## CHINA NAVIGATION CO., LTD.

## CHINA.

## SAILINGS SUBJECT TO ALTERATION.

FOR CHINA NAVIGATION CO., LTD.

STEAMERS TO SAIL

SHANGHAI CHINHUA, Feb. 25, Midnight.

MANILA, ILOILO & CEBU TEAN, Feb. 28, at 4 p.m.

HAIPHONG SENGKIANO, Mar. 1, at Noon.

TSINGTAO WEIHAIWEI & CHEFOU KWEILIN, Mar. 1, at 3 p.m.

## Shipping.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR MARSEILLES &amp; LONDON,

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp; THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to Colombo	Leave Hongkong	Connection Steamers from Colombo to Marseilles and London	Due Marseilles (Brindisi & dayearlier)	Due Plymouth (London & day later)
ASSAYE.....7500	Mar. 4	Macedonia.....10000 (Through Str. calling at Bombay)	Saturday, Apr. 1	Friday, Apr. 7
MARMORA.....10500	Mar. 18	Moldavia.....10000 Mongolia.....10000	Apr. 15	Apr. 21
DEVANHA.....8000	Apr. 1	Moros.....10000	May 12	May 5
DELHI.....8000	Apr. 15	Mooltan.....10000	May 27	June 2
ASSAYS.....7500	Apr. 29	Moros.....10000	June 10	June 16
DELTA.....8800	May 13	Mooltan.....10000		

Passenger change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARES TO LONDON (including Surtax).

1st Saloon.....£71.10 Single.....£106.14 Return.....£196.14

2nd.....£48.8 ".....£72.12 "

In addition to the above Mail Steamers the following:-

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
* SYRIA.....6700	about March 8	about April 24
* NORE.....6700	March 22	May 8
* PALAWAN.....4700	April 5	May 22
BORNEO.....4600	April 19	June 5
* SICILIA.....6700	May 17	July 3
SUMATRA.....4600	May 31	July 17
* NILE.....6700	June 14	July 31

These Steamers call also at Singapore, Penang, Colombo, and Marseilles.

FARES TO LONDON (including Surtax).

1st Saloon.....£55.00 Single.....£82.10 Return.....£164.20

2nd.....£38.00 ".....£57.4 "

For further particulars apply to

E. A. HEWETT,  
Superintendent.MESSAGERIES MARITIMES  
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,  
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,  
Via SHANGHAI.For STEAMERS CAPTAIN TO SAIL,  
SHANGHAI, KOBE AND YOKOHAMA.....E. SIMONS;  
MARESILLES, Via Ports SALAZIE, RICquier.

TRANSSHIPPING on the C. &amp; S. Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAU for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS, from £27.10 up to £71.10, 20 hours railway from MARESILLES to LONDON. Interpreters meet passengers on their arrival in MARESILLES.

For further particulars apply to

P. THOMAS, Agent,  
QUEEN'S BUILDING.

## HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrtsgesellschaft 'HANSA'.

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES,  
via STRAITS AND COLOMBO,  
TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING cargo at through rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black-Sea and Baltic Ports, and NORTH AND SOUTH AMERICAN PORTS.

## NEXT SAILINGS FROM HONGKONG

Outward.

Homeward.

For Shanghai, Kobe & Yokohama		For Bremen & Hamburg	
S.S. PREUSSEN.....	27th Feb.	S.S. SPEZIA.....	1st Mar.
S.S. RHEINFELS.....	12th Mar.	S.S. LIBERIA.....	5th Mar.
S.S. SENEGAMIIA.....	22nd Mar.	S.S. SANBIA.....	10th Mar.
S.S. SUEVIA.....	7th April.	S.S. SILESIA.....	13th Mar.
S.S. BAYERIN.....	29th April.	For Havre, Rotterdam & Hamburg	
S.S. ARABIA.....	3rd May.	S.S. PREUSSEN.....	24th Mar.

For further particulars apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

## PHILIPPINES STEAMSHIP Co.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO.....	4,000	H. Mainland	Manila & Iloilo	Feb. 27, at 4 p.m.
RUBI.....	4,000	S. Crowley	Manila & Iloilo	Mar. 10, at 4 p.m.

For Freight of Passage, apply to

Shewan, Tomas &amp; Co., General Manager.

## Shipping.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY.

## S.S. 'MARMORA.'

10,500 tons,

CAPTAIN G. H. C. WESTON, R.N.R.

THIS THROUGH MAIL STEAMER FOR  
MARESILLES AND LONDON, Via BOMBAY,WILL leave Hongkong on MARCH 18th, 1911, staying  
at Bombay 24 hours only and is due to arrive at  
MARESILLES... April 15th.  
LONDON... April 22nd.FARES TO LONDON—  
1st Saloon.....£71.10 Single.....£106.14 Return.....£196.14  
2nd.....£48.8 ".....£72.12 "

For further particulars apply to

E. A. HEWETT, Superintendent.

Hongkong, September 1, 1910.

## THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR  
VANCOUVER, B.C. & SEATTLE,  
via SHANGHAI and JAPAN PORTS.

STEAMER	TONS	CAPTAIN	ON OR ABOUT
LUCERIC.....	6500	J. MATTHEWS.....	9th March.
HALLSMIRE.....(Chartered)	5000	G. ELLIOTT.....	6th April.

To be followed by other steamers of the Company at regular intervals.  
The Steamers of the BANK LINE, LTD., carry cargo on through Bills of

Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at AMOY and KEELUNG if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for steerage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Lucifer" and "Ortice" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Points.

For Rules of Freight or Passage apply to

The Bank Line, Limited.

KING'S BUILDING, PRAYA CENTRAL  
TELEPHONE No. 780.

Hongkong, January 11, 1911.

## AUSTRALIAN COAL.

STOCKS OF THE FINEST

STEAM COAL.

GAS COAL.

HOUSE COAL.

From the Westwallsend and Aberdare Mines (New South Wales)  
always on hand.

For prices, delivered or ex godown, apply to

ANDREW WEIR &amp; CO.,

(THE BANK LINE AGENCY)

King's Building, (Fourth Floor).

Hongkong, February 8, 1911.

## DIRECT ROUTE TO AMERICA.

## GREAT NORTHERN S.S. CO.

## S.S. 'MINNESOTA,'

28,000 Tons.

CAPTAIN T. W. GARLICK.

VIA

## NACASAKI, KOBE, and

YOKOHAMA

SAILS FROM HONGKONG ON SATURDAY, MAY 6TH, AT NOON.  
FOR SEATTLE.DIRECT connection at Sixth with Great Northern and Northern Pacific Railways  
for all points in the United States and Canada; also with Atlantic Steamship Lines  
for all points in Great Britain and on the Continent. Direct connection at Hongkong  
through Bills of Lading issued to North, Central and South American Ports.LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all  
outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone,  
etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of

Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of cross-sea cabin passengers return tickets are interchangeable  
with regular mail lines between Japan, China and Hongkong.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA,

Agents.

Hongkong, March 17, 1910.

## Dentistry.

## DR. CHAS. FONG

DENTIST

34, QUEEN'S ROAD CENTRAL,  
ROOM NO. 3, FIRST FLOOR.

(OPPOSITE Post Office).

DR. FAITH LEONG,

Graduate of the College of Physicians  
Surgeons, Oakland, Cal.

Hongkong, August 13, 1909.

TIME TABLE

WEEK D.Y.

7.00 a.m. to	7.30 a.m.	Every 30 minutes
7.30 a.m. to	10.00 p.m.	Every 15 minutes
10.30 a.m. to	11.00 p.m.	Every 15 minutes
11.30 a.m. to	12.00 a.m.	Every 15 minutes</

**MacEwen**  
**Frickel & Co.**

AGENTS FOR

**W. & A. GILBEY, Ltd.**

WINE MERCHANTS,  
LONDON.

SPANISH PORT

A GOOD FRUITY  
WINE.

\$12.00 per case.

INVALID PORT

A VERY FINE VINTAGE  
WINE.

8 Years in Wood.

\$22.00 per case.

'84 Port

An Exceptionally Fine  
Light Tawny Wine.

12 years in Wood. \$24.00.

SPANISH SHERRY.

A Good Spanish Wine.

\$12.00 per case.

Natural Montilla Sherry

A Pale, Nutty Sherry,  
natural and extremely  
light in Alcohol.

9 Years Old. \$22.00.

MANZANILLA SHERRY

A DELICATE DRY WINE  
Years Old.  
\$22.00.

SCOTCH WHISKIES.

THE PROVOST.

A pure Malt Scotch  
Whisky. Choice Quality  
and well matured.  
\$14.00 per case.

STRATHMILL.

C.M. "Highland"  
(Glenlivet) Guaranteed  
Pure Malt Pot Still  
Scotch Whisky,  
obtainable. Guaranteed  
over 10 years old.  
\$22.00 per case.

SPEY ROYAL.

Absolutely the Finest  
Pure Malt Pot Still  
Scotch Whisky,  
obtainable. Guaranteed  
over 10 years old.  
\$22.00 per case.

GINS.

OLD TOM GIN  
\$10.00 per case.

LONDON DRY GIN  
\$10.00 per case.

PLYMOUTH G.N.  
\$13.00 per case.

These Gins are Distilled  
from unadulterated Corn, and  
highly rectified, and have  
the delicate flavour of the  
Juniper Berry.

Bottled in London.

LIQUEURS.

Crème de Menthe

Cherry Brandy

Cherry Whisky

Crème de Cacao

Curaçao

Maraschino

Benedictine D. O. M.

Yellow Chartreuse

BURGUNDIES.

Per Pint  
Case Case

Qts. Pts.

Beaufort 16.00 18.00

Pommard 18.00 20.00

Special attention given to family require-

ments.

Complete price list on Application

**MacEwen Frickel & Co.,**

4 DES VOEUX ROAD.

PARTNERSHIP FRAUD.

At the Criminal Sessions this morning before the Chief Justice Sir Francis Pigott, the case was continued in which Ko Choi Pei was charged with offence under section 7 of 1899, section 4 and 5 of 1865 section 75—that prisoner being on 19th day of December 1900 entrusted with certain property to wit with the sum of \$2,500 in money of and belonging to Wat Ki in order that he might apply the same as subscription to the capital of a firm styled the Wing Mou Woodcutting Co., to the intent the Wat Ki should become a partner with prisoner and others did unlawfully and fraudulently convert the property to his own use and benefit.

Mr. W. Slade, K.C., appeared for the prosecution, instructed by Mr. Crowther Smith, and Sir Henry Berkeley, K.C., defended, instructed by Mr. Hung.

The following were the jurors:—N. A. Belcher, F. M. Gaquin, J. H. Underwood, A. Festier, H. B. Bridger, foreman; A. Atcheson, D. Doward.

The jury returned a verdict of guilty and the Lordship remanded prisoner in custody until the decision of the Court. Miss Nellie Webber gave a fine rendering of "My dearest Heart" and one being recalled a bright rendering of "Coming thro' the Rye." Miss Marie Mansfield was excellent in her "Sincere form of flattery," taking off several of the first members of the stage at home to perfection.

By Order of the Court of Directors,

N. J. STABER,  
Chief Manager.

Hongkong, February 25, 1911. 280

Kowloon is not to have the field to itself so far as stories go, for Stanley is now making a bid for popularity on these lines. Exactly what has happened to disturb the tranquillity of this usually quiet little fishing hamlet it is difficult to discover, but this morning every second police officer at the Magistracy was talking in whispers of the tiger news from Stanley. Our representative tried all he knew to get hold of the facts of the case but he could gather was that a report had come through from Stanley to the effect that a tiger had been seen and that some three or four cattle had fallen victims to his worst attentions. Everybody spoke of the affair in an undertone. There was the greatest reluctance to let out any details that had come through, so much so that one might have thought that it was a case of calling for brave volunteers to go out and help track the ugly monster down. One man sincerely said he had seen "tiger's" footprints at Stanley before, while another ventured the suggestion that the beast had swum across from Kowloon. But in it all everybody seemed dreadfully serious. We wonder what it all means.

The Police are leaving on Tuesday for Manila. We recommend our Manila friends not to miss them and to give them "A Voice Trial."

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